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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V FRIDAY, APRIL 28, 1944 No. 34

Admiral Sir JAMES SOMERVILLE

IMPORTANCE OF ATTACK ON SABANG

THE importance of last week's Sumatra strike lay only in the fact that this was the first action of its kind and the Japanese possibly now know that they will have to keep a sharp look-out eastwards also. The Japanese did not have a chance to see the Allied Fleet—three Japanese torpedo bombers which approached the Fleet, were destroyed before they got anywhere near

IT was a powerful fleet. One of the ships manned by New Zealanders, Americans, French, Dutch and United Kingdom men made up a really mixed party

THE Allied Fleet in these waters was powerful enough to sweep the Indian Ocean for blockade-runners and it was one such sweep which resulted in the destruction recently of two blockade-runners, both of which were German

WHILE the destruction of the oil tank at Sabang immediately meant only the loss of a quantity of oil, in the long run, this would prove a serious handicap in so far as the Japanese tanker position was quite serious and without storage tanks tankers would have to be used frequently for clearing oil from Sabang

APART from being a submarine base Sabang was a Japanese strong-point protecting the approaches to Singapore

Admiral Sir JAMES SOMERVILLE in a statement at Colombo, on Monday

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[NOTE.—*The summary of news and comments contained in the* MADRAS WAR REVIEW *generally relate to events and statements published till Wednesday, every week.*]

DISASTER FOR GERMANY

"I think Germans will never permit fighting on their own soil. When the British and the Americans reach the western German frontier and the Russians reach the eastern frontier, Germany will crack and refuse to fight. But this is only possible if the British and American troops liberate a substantial part of occupied territory and press the initial offensive with overwhelming weight. Although the invasion will not be a promenade, I am confident it will be disastrous for the Germans. There are already signs that Germany is day by day approaching an internal collapse and interior disintegration is proceeding rapidly. We know definitely that between 15 and 30 German civilians are being executed for anti-Hitlerian views."

DR. EDWARD BENES, *President of Czechoslovakia, in London, on Sunday, April 22.*

❖

THE DAY MAY BE NEARER

"To-day the American Navy is capable of striking with 1,000 carrier-based aircraft, and over 1,000 aircraft if necessary, at almost any spot in the Pacific Ocean. As our Task Forces grow bigger and bigger, it is reasonable to assume that eventually even the shores of Japan itself will not be safe from our sudden strikes and destructive raids. It is possible also that this day may be somewhat nearer than the Japanese think."

REAR ADMIRAL ARTHUR W. RADFORD, *in Washington, on Sunday, April 23.*

❖

MASTERED THE TECHNIQUE

"Through experience we have mastered and improved the technique of the amphibious operations in which the Japanese were so proficient in the early days of the war. Our Army and Navy forces have learned how to fight as one team. We have learned how to make the most of what we have, but it is no longer necessary to ask our commanders to get along as best they can on inadequate means. The numerical inferiorities which were so pronounced in the Java Sea campaign and in subsequent actions in the Solomons have been reversed. Our submarines and planes are cutting deeper and deeper into vital Japanese shipping, and our fleets move in the Central Pacific unchallenged.

Both in Europe and in the Pacific long roads still lie ahead. But we are now fully entered on those roads fortified with unity, power and experience, imbued with confidence and determined to travel far east to victory."

ADMIRAL ERNEST J. KING, *Commander-in-Chief of the United States Fleet and Chief of Naval Operations, in a report submitted on Sunday.*

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KOHIMA AND SABANG

THE Japanese Prime Minister Tojo claimed on April 15 that "as you know, the Japanese forces having cleared the frontier and entered India, are achieving an unbroken series of brilliant successes." His claim was made before the "Japan-Germany-Italy Joint Technical Commission" and was intended to comfort and console Germany. Japanese broadcast propaganda in general has also been harping on imaginary successes. Tokyo and its satellite radios have, at different times, claimed the capture of Kohima, from which they have been driven back, and of Imphal which they have not yet really been able to attack. It is obvious that their object in putting out such false claims is to produce a degree of confusion and pessimism sufficient to slow down India's war effort and weaken the fighting vigour of our troops. Further, they want to deceive our commanders into modifying their coolly laid plans, as it would be of military advantage to the Japanese. Their claims of successes may be taken as reflecting their military intentions, the carrying out of which has already been seriously interrupted and delayed and eventually likely to be completely confounded.

Jap Plans Foiled

THE Japanese are not making any headway in the northern sector of the Imphal front where it is reported the initiative has passed into the hands of the 14th Army. As regards Kohima, the Japanese forward positions on the Kohima road have been overrun by Indian troops, and two Japanese counter-attacks have been repelled. Allied troops in the Kohima area are consolidating the positions captured by them. Thus the relief of the original garrison of Kohima which prevented all enemy attempts to capture the town, has been completed. Now that their plans have been foiled the Japanese are trying to by-pass Kohima and reach the Assam railway directly at Dimapur. Their object is to establish a firm base from which they could operate against our Assam communications. This they cannot do unless and until they dispose of the Allied forces which are now strongly established in positions of their own choosing.

NOW the broad position on the Manipur front is something like this: The Japanese are still at liberty to infiltrate behind our defensive positions and obtain temporary lodgement astride our communications in the rear. But it is fundamentally impracticable for them to gain anything substantial until they meet our forces and destroy them in battle. Though the Japanese have the initial advantage of freedom of manœuvre, the Allies have the advantage in numbers, in equipment, in morale, and in air-power. So far, no opportunity has been offered for a spectacular exhibition of these advantages, but what has happened already is enough to show the confidence of our troops and their commanders in their strength and in the ultimate outcome of the operations.

AS for the Japanese, they seem to be in a fix as to what to do before the notorious Assam monsoon sets in. They have to choose between playing a waiting game on the mountains surrounding the Imphal plain till the five wet monsoon months pass, and carrying out a frontal attack on our forces entrenched in the Imphal plain, which they know is not at all an easy matter. Still they may not perhaps be able to resist the temptation of launching an all-out attack now, at least to justify the propaganda claims of Tokyo. But if they choose to wait till after the monsoon, the time factor is definitely helpful to us.

Raid on Sabang, Part of Allied Strategy

WITH the position in Kohima and Imphal favourable to us, the Allied attack on Sabang, the important Japanese naval and air base off the northern tip of Sumatra, seems to show that it is part of a grand strategy for the eventual annihilation of Japan. Commenting on the Sabang raid the *Evening News* of London says, "Time will show to what extent this fits into the Allied strategy by which Japan is to be beaten down from the west, south and east. British sea and air power is being established in the west in scale with American strength to the east and south of Japan." The importance of the raid on Sabang lies in the fact that it is a sharp reminder to the Japanese that they would have to fight a big naval battle in the future, which they have till now been evading. It may be recalled that a month ago (March 26) Mr. Churchill referred to the fact that a powerful battle-fleet was placed in the Indian waters under the leadership of Admiral Sir James Somerville, Commander of the Allied Eastern Fleet, "in order to face the main part of the Japanese fleet, should it turn westwards after having declined battle with the Americans." The necessity for such a move was due to the importance of the Indian Ocean as a naval highway in the war against Japan. It was to guard the

south-western flank of the Indian Ocean that in 1942 the Allies took under control the Vichy-controlled island of Madagascar. Tokyo boasted then (May 1942) that Japan controlled the whole Indian Ocean. It was more a wish than a fact.

Allied Naval Strength

THE Allied attack on Sabang which was made last week (April 19), 24 days after Churchill made his statement about Admiral Somerville's fleet, is a daring move which shows the confidence of Allied naval power against the so-called Japanese supremacy in this area. The operation was preceded by a bombing attack on Port Blair (Andamans) by the American Air Force. The crossing of the Indian Ocean by Admiral Somerville's fleet which consisted of battleships, aircraft-carriers, cruisers, destroyers and submarines, without opposition from the enemy, is a clear indication of Allied strength in waters which are threatened by Japanese positions in Andamans and the Nicobar.

Carrying supplies up the steep sides of Monastery Hill in Cassino.

RUNNING COMMENTARY

No Chrome Exports to Germany—Turkey's Decision The decision of the Turkish Government to stop exports of chrome to Germany from Friday last (April 21) is yet another indication of the friendly attitude of Turkey towards the Allies. In a statement to the Turkish National Assembly, M. MENEMENCIOGLU, the Foreign Minister, pointed out that according to the Anglo-Turkish Pact of 1939, Turkey was not a neutral country, but an ally of the British and their allies. Therefore, the recent request by the British and American Governments that Turkey should stop her chrome exports to Germany was to be treated as an Allied note, not to a neutral Power, but to an ally.

This decision is the result of a representation made by the British Ambassador in Ankara drawing the attention of the Turkish Government to the fact that they were giving "increased assistance to our enemies." The Ambassador expressed the hope that Turkey will either prohibit export of chrome, or limit it to the barest minimum.

This gesture of goodwill recalls the past history of Anglo-Turkish relations. It was on October 19, 1939, that Turkey signed a treaty for reciprocal aid with Britain and France. Even after the fall of France, the alliance with Britain was continued. This was further strengthened last year when Mr. CHURCHILL met President INONU at Adana in February 1943. The Adana Agreement stipulated "the manner wherein Great Britain and the United States would be able to help Turkey materially to consolidate her own defensive security." The relations between Turkey and her Allies were further widened and strengthened by the Cairo Conference, at which Mr. CHURCHILL and President ROOSEVELT met President INONU.

As regards Turkey's relations with Germany, they were governed by a commercial agreement concluded in April 1941 and a ten-year treaty of friendship contracted two months later "within the limits of the present commitments of both countries." This treaty did not conflict with Turkey's obligations to Britain, and was rendered inevitable on account of the weakening of Turkey's strategic position due to the overthrow of the Balkan Powers.

* * *

IMPHAL AREA BATTLES.—Bitter battles are being waged in the Imphal area for possession of the newly constructed roads twisting over the steep hills into Burma. A British N.C.O. with Jap light machine guns and other captured equipment.

The Royal Party in a scout car during inspection of the Royal Artillery. This was the first full length tour of inspection made by Princess Elizabeth.

Turkey's Obligations to the Allies—Adana Conference Decisions

It was all right for Turkey to play the part of a neutral and gain advantages from both sides up to a certain period. She undertook to supply Britain with chrome till January 1942, which was extended by another year in October 1941. This was done in spite of the German pressure to get 150,000 tons of chrome annually from Turkey. Germany succeeded in getting an agreement for supply of only 90,000 tons of chrome a year—this too after the expiry of the Anglo-Turkish agreement in 1943. Further, Turkey agreed to supply chrome to Germany on condition that Germany supplied her with war material ordered for to the value of £ T. 18,000,000 before the end of 1942. Germany kept only one-ninth part of her agreement, and carried over the balance in her agreement concluded with Turkey last year.

But this kind of dual relationship could not continue when the exigencies of war demanded that Turkey should carry out her pledges. In pursuance of the decisions of the Adana Conference, Britain expedited delivery of armaments to Turkey and made her participate in important military discussions, but the time came for Turkey to play a helpful role when Fascist Italy collapsed and the Germans failed to resist the Allied advance in the Mediterranean. But Turkey would not agree. For like others in the past, Turkey has a mistaken estimate of German strength. In spite of substantial Allied aid in military supplies, she still seems to feel that she is not strong enough to fight against a possible German—Bulgarian combination, and that was the reason why she refused to give necessary military facilities to the Allies. What was required of her was only the fulfilment of a bare minimum of her obligations under the Anglo-Turkish Treaty of Alliance.

Turkey's Policy of running with the Hare and hunting with the Hounds

Turkey wanted to arm herself with as much equipment as possible from both sides but her policy of running with the hare and hunting with the hounds could not justifiably be countenanced by the Allies further. If the Allies stopped sending military equipment to Turkey, it was not because they wanted to retaliate but because they thought it was highly necessary to divert the supply of war material to more important operational fronts where they could be better utilised. At a time when global strategy requires the undertaking of operations on a vast scale both in the East and in the West, it would not be a wise policy to allow the supply of arms and equipment to Turkey where they would be lying idle.

Now the decision of Turkey to stop exporting chrome to Germany is good so far as it goes, but it does not resolve the situation created by the withdrawal of the British Military Delegation from Ankara on February, 4. It can be resolved only by the giving of the necessary military facilities asked for by the Allies. As yet, Turkey has not realised that Germany is not strong enough to retaliate effectively if Turkey actively threw herself into the war. When that realisation comes, the present tangle will automatically resolve itself.

THE BRIDGE BUILDER

(*By* R.G.)

I've seen a bridge across the Golden Gate
Curved like a mathematic dream
Or perpetual arrow's flight.
Such bridges men have built! such weight
Have hung on clouds or laid on light
Free-floating spans across the stream
Hurtling against the straddling piers in hate,
Or as in Sydney Harbour made to spring
The rainbow's rival, though in steel.
Such bridges men have built!
In arches sinewy as the eagle's wing
Or poised like lances at a tilt
Or shaped as sweetly as a keel
And sweeping onwards smoothly as a swing.
Man's a great builder: and will not be stayed
By river, estuary or ravine.
Where Zambesi dives in lace
Or strong Niagara in huge cascade
Leaping foot-foremost with laughing face
Has cut a dizzy gash between
The shore and neighbour shore, there see displayed
Man's lordly signature and master-stroke.—
But on a greater journey bound
Than ever traveller went,
History's pilgrim, to whom Justice spoke
And on an endless errand sent,
Man, in war's eddy spun around,
Not steel for bridges takes, nor lasting oak.
While waves of blood and sprays of fire increase
All through the roaring day and night
This sapper ties his planks,
Plying numb patient fingers without cease
To throw between the distant banks
Pontoons of his own flesh and might,
A bridge of body and soul from peace to peace.

MORAL AND MILITARY DISASTER FOR GERMANY

By WICKHAM STEED

NOT the final but, I believe, a decisive phase of the war has now been reached in South-west Russia and South-eastern Europe. It is decisive because Russian victory over Germany was essential to any complete Allied victory. Had the Germans been able to keep their hold on Southern Russia and the Ukraine, no Allied triumph in the west could have ensured the liberation of Central Europe and the Balkans.

But the stupendous achievements of the Russian armies on the rivers Bug and Dniester and their invasion of Rumania and the repercussions of their victories in Yugoslavia, Hungary, Czechoslovakia, Poland and Eastern Germany are creating a situation in which the final blow of the Western Allies should fall upon Germany with a shattering and an irresistible force.

Hitler's military occupation of Hungary, Rumania and Bulgaria is a desperate attempt to avert the worst and the most immediate consequences of the German debacle on the Dniester front.

Debacle is not too strong a word. Until this blow German armies had seldom abandoned their tanks, artillery and the means of transport or thrown away their arms in a panic-stricken flight. This they have done now and are doing. The northern and eastern banks of the rivers Dniester and Pruth are heaped with undamaged weapons and supplies left behind by the routed German troops. It is a true debacle. At one stage, the German position was at some points highly critical. So serious was the threat to Manstein's armies when the Russian advance cut the main railway from Odessa to Lvov that all available German forces were concentrated in an effort to clear a line. With strong garrisons and the defences at Tarnopol and Proskurov as twin supports for their counter-offensive, the Germans did clear a line and re-established themselves north of it and sent in groups of 80 or 100 tanks in close formation to force the Russians farther back. German shock troops followed the tanks so vigorously that the Russians were often hard pressed. Yet these shock troops faltered when the Russian artillery destroyed their tanks.

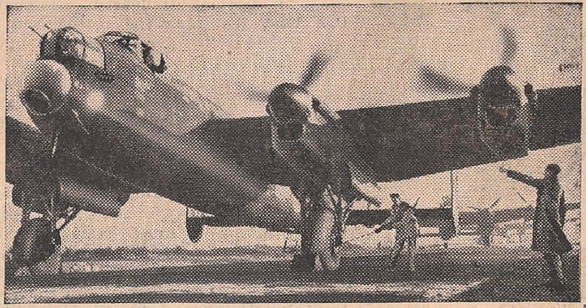
GERMAN LINE THROWN INTO CHAOS

Meanwhile Marshal Zhukov had concentrated masses of men, guns and tanks behind his fighting line and launched them against the Germans in an overwhelming force on a front of 50 miles between Proskurov and Tarnopol. The entire German line was broken and thrown into chaos.

In two days, Zhukov's men went forward 60 miles to the Dniester cutting German communications and destroying all German and Rumanian troops in their path. Thousands of Germans fleeing southward to the Dniester were caught by the Russian cavalry. Officers could no longer control their men. Motorised German regiments abandoned their vehicles and sought safety in the forests. Finally, the Proskurov garrison stampeded only to be caught and cut to pieces by Russian mobile detachments. No moral and military disaster on this scale has yet been seen in the present war. Nor it is likely to be neutralized by successful resistance west or south-west of the Pruth.

The sight of fugitive German soldiers escaping across the river will not hearten the German, Rumanian or Bulgarian forces who may seek to defend it.

In whatever way the next scenes in this terriffic drama may unfold themselves, a decisive victory in South-eastern Europe is already won by the Russian armies.



Picture shows *a line of Lancasters about to leave their dispersal points before taking off for a raid on the enemy.*

BRITAIN KEYED UP FOR SECOND FRONT

By A. J. CUMMINGS

HERE in Britain we await as patiently as we can the coming climax of the European war. Because so many people had convinced themselves that the Allied assault in the west would be launched before the end of the last year or at the latest before the end of January that certain cynicism had developed about the second front. It had become a popular theme of sceptical jests; it had become a common form in drawing rooms and bar parlours to talk about 1945 as the zero hour. Cynicism in time gave way to forms of nervous tension which expressed itself in restlessness, irritability and lack of concentration on the job in hand.

People in general would do well to have a proper appreciation of the fact that the timing of the second front is fixed and that the fixture is dated solely on the basis of military strategy. The secret has been well kept. It is within knowledge of only a handful of trustworthy persons.

In spite of his frantic efforts to gain a hint of the truth, the enemy remains in complete ignorance of the essential data. He does not know where or when the attacks will be opened, their weight, their number or the methods to be employed; on that account he dare not move a single platoon of infantry from the western defences to bolster up his battered forces in Eastern Europe.

RUSSIAN PATIENCE

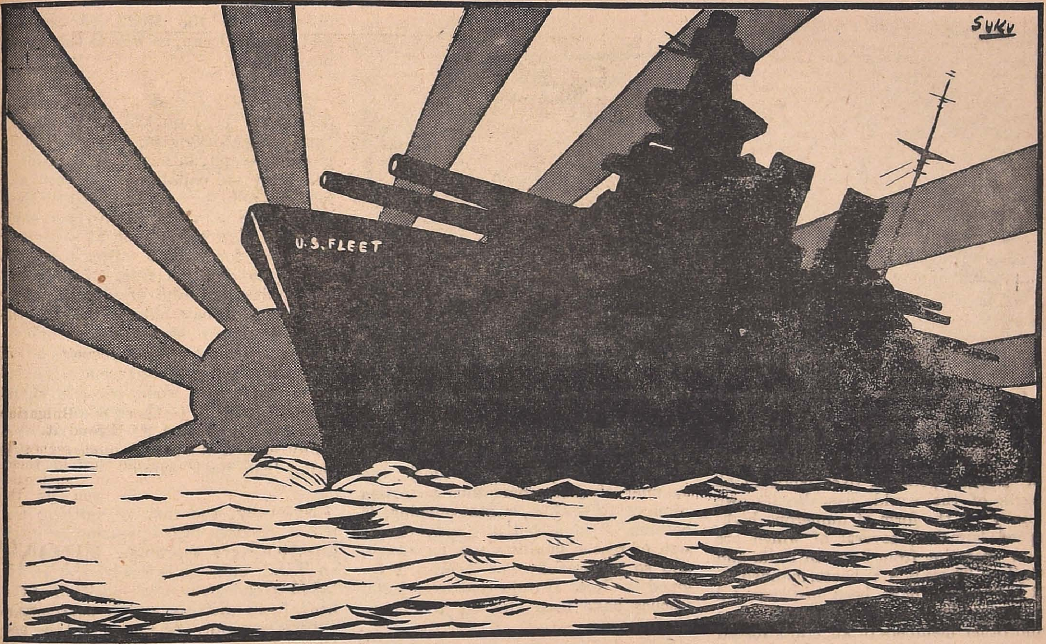
Marshal Stalin, of course, knows: that is, in part, why there have been so few signs of impatience in the Soviet Press which might have been excused if it had drawn a sharp attention to the contrast between the mighty advances of the Red Army and the protracted interval before the opening of the western offensive coupled with a stalemate in Italy.

One of the avoidable mistakes made by political and military spokesmen on both sides of the Atlantic in discussing the second front has been to harp on the "gigantic" casualties that must be expected before landings are finally secured.

The British and Americans alike are prepared for heavy casualties, just as to the best of their ability they are preparing the means to reduce the casualties to the lowest possible point. But too much talk from the leaders about casualties seems to me a wrong approach to great battles. The best kind of talk about the imminent events continues to come from Montgomery on whose leadership the people of Britain, no less than the fighting men, set so great a store.

A few days ago I saw him and heard him for the first time on a news reel when in his pleasant resonant voice he addressed a large and enthusiastic crowd of men and women in one of our factories. I thought it was an admirable little speech—easy, simple, confident and impromptu. There was nothing beastful or exaggerated in what he had to say. It was a firm utterance of a professional soldier of proved competence who wanted his hearers to know that they had a magnificent army trained to the minute with belief in themselves that would carry them under wise direction to the last objective. With their American comrades they are ready now for action.

ECLIPSE IN THE PACIFIC



"... Current and prospective circumstances in the Pacific must be as dark and threatening to Japan as they are full of promise to us"—ADMIRAL KING.

—Specially drawn for the MADRAS WAR REVIEW

FACTORS GOVERNING DURATION OF PACIFIC WAR

By N. C. BRAIDWOOD.

THE speed with which the Japanese in Central and South-West Pacific are rolled back in the next six months will determine the length of the war in the Far East. The Japanese homeland may be under attack by land-based aircraft within eight months, although some observers put the time at 18 months.

It can be seen that the Allied objective is the China coast for it is only from there—by co-ordinated attacks from the Philippines—that a large-scale offensive aimed at the annihilation of Japan's military might can be mounted.

Strategic islands will be seized by the Allies in their onward march. Established airfields and new airstrips will be used to enable them to leap to the next objective—more airfields.

The easiest approach will be from Northern New Guinea, using the chain of islands extending to the Asiatic mainland as stepping stones. Movements of troops across the Central Pacific will be most hazardous—vast stretches of the sea separate the island groups. But co-ordination of Allied efforts, which has already paid dividends at Truk and the Palau Islands in the Carolines, will permit a combined drive to the China coast.

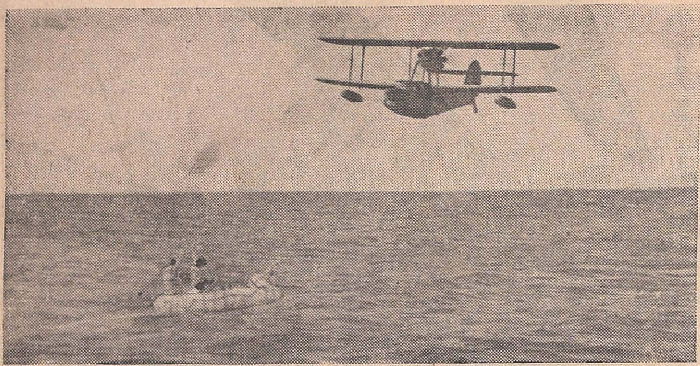
This much is clear—the combined Chief of Staff have perfected the machinery of co-ordination. There are no longer three distinct Allied battle areas—South, South-West and Central Pacific. The Pacific is one Allied battle front with mobility of forces which one front implies.

As General MacArthur advances up to New Guinea and beyond, he will remove the cushion protecting Japan's Central Pacific islands. Thrusts by the American fleet across the Central Pacific will make his task easier. The powerful British fleet in the Indian Ocean has aggravated Tokyo's troubles by hampering the dispositions of enemy naval forces and their already overtaxed air arm. Pressure by the Allies against the Japanese in Burma will help both the American navy and General MacArthur. For although the Japanese are now staging an offensive against Admiral Mountbatten, they must dispose their air and ground forces to meet the drives from the south-east and the east. To ignore these major threats would be to repudiate one of the cardinal rules of war.

The Allied air strength will play a decisive part in the months ahead and it will break the Japanese back. There are already Japanese-occupied islands and garrisons behind our forward positions. When the Asiatic coast is reached, there will be many more. These islands in enemy hands will not be any real impediments to our advance.

Meanwhile, Japan's necessity for defending her homeland with big air forces is spelling her undoing. She has to disperse the rest of her aircraft over a wide area of the Pacific. Events are proving that, even with the inevitable shortening of the Japanese line, the enemy has not enough aircraft to go round.

AIR SEA RESCUE: THE R.A.F.



In the early hours of the morning the ditched crew of four in dinghy are first seen by a seaplane.

IT is not generally known that the R.A.F., in addition to its thousands of 'planes operating over lands in all parts of the world, has also its own 'navy' in the form of numerous high-speed launches, several of which are now operating from bases in India and Ceylon. These R.A.F. boats, manned by R.A.F crews, have been instrumental in saving the lives of hundreds of pilots and other members of air crews forced to land in the 'drink,' as the sea is called in modern Air Force parlance.

The rise of the launches for rescue work was, of course, a pre-war measure, and many will recall how aircraftman Shaw (as Lawrence of Arabia preferred to be known in the years preceding his all-too-early death—years which he stated to be the happiest of his strangely brilliant career) worked hard towards the improvement of these craft. It was in 1929 that he agitated with Air Ministry for a faster type of R.A.F. all-weather speed-boat to act as tender to flying boats, and as the result of this he was put to work on the production of marine craft.

Unfortunately, Lawrence never lived to see the result of his labours, but a close friend of his, who collaborated with him in designing and experimenting with these launches, is now a Flight Lieutenant in the Air Sea Rescue Service in Ceylon.

As soon as war broke out, the launches, the majority of which belonged to Coastal Command, were earmarked for rescue purposes and during the opening months of the war many lives were saved by the timely use of these boats.

May, 1940, saw the extension of the range of British bombers and when the Battle of Britain, with which the summer of that momentous year was brought to a close, was developing, it became obvious that a speedy extension of rescue facilities was necessary, and so successfully has it been developed in Great Britain that over 1,300 rescues have been effected by crews serving there.

As the war spread east to Egypt and to Burma and the Far East, so did the Air Sea Rescue Service extend its range and soon the high speed launches were operating in the Mediterranean Sea and Indian Ocean, as well as the waters nearer home.

Although actual constructional details of the launches must, for the time being at any rate, remain a closely guarded secret, it might be mentioned that they are capable of exceptionally fast travelling. At one time their decks were painted yellow—the colour which is most easily seen at sea—they presented too easy a target for a foe willing to defy all rules of humanity and to-day battleship grey is the colour employed. They plough through the often mountainous seas at a breath-taking speed; for, split seconds are of the utmost value in sea rescue work and a very-light or a weak wireless signal means 'flat-out' to those who man the launches. The R.A.F. Navy has certainly earned its proud motto: "WE Bring 'Em Back Alive."

Naturally, the task of putting the rescue services into operation is intricate, but very thorough. As soon as an S.O.S. message is received, steps are taken to check the exact position of the aircraft in distress and a search aircraft is sent out. At the same time the launches are got ready for action. The search aircraft has to locate the dinghy—no easy matter when one remembers the smallness of the craft compared with the vastness of the

Although only afloat a few hours the crew of the dinghy look very pleased when the launch comes alongside.

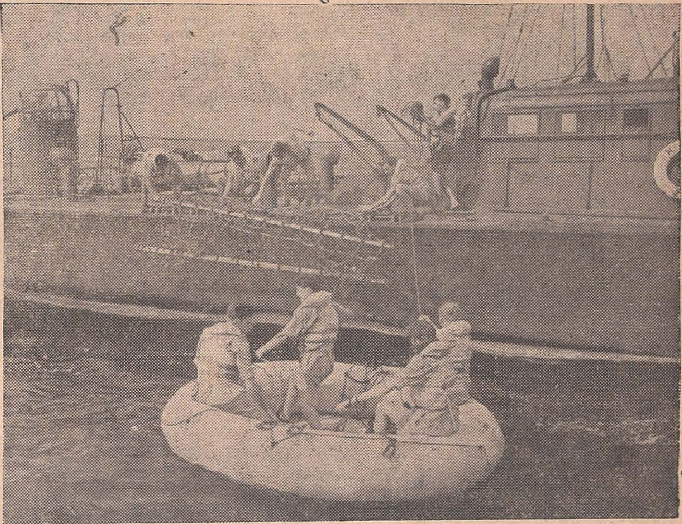
HAS ITS OWN "NAVY" TOO

ocean—and, this done, a signal is sent to base. Sometimes the stranded airman has been unable to open the dinghy and is held afloat by the "Mae West" alone. In that case a dinghy can be dropped from the search plane. Food can also be dropped. Until the rescue launch arrives a constant patrol is maintained by aircraft.

Sometimes men have been rescued within a few minutes of their aircraft being 'ditched,' but in others the rescue is only effected after the survivors have been subjected to a long spell of drifting about in the dinghy. Every effort is made to deal with exhausted or wounded men. Each boat carries four stretchers in the ambulance cabin, or sick bay, but eight more can be fitted in the crew's quarters and two more in each of the master's and cox's cabins if required.

PLANS FOR DEVELOPMENT

Launches of the R.A.F. Air Sea Rescue Service are now operating in the Bay of Bengal and off the Arakan Coast and although the number of craft employed is but small, already it has proved its value in rescuing airmen who have made forced landings in the sea. As the air offensive against the Japs grows in intensity, so will the rescue service increase; and at the present time plans for further development are being put into operation.



A rope is thrown to the dinghy crew and they are pulled alongside and M.B.C. lowers climbing ladder.

Adventure is all part of the day's routine in air sea rescue work. "There's no such thing as a routine day," said the skipper of one of the launches. "Currents here are strange and what is quite a good course one day may be rendered impossible by sand-banks the next. Navigation becomes a tricky business in these waters."

Quite a large proportion of the trips of the launches are in uncharted waters, and at the moment extensive survey work in the Bay of Bengal is part of the programme being carried out. Charts soon become out of date. One recently studied showed the presence of a large island near the mouth of the Ganges. "That disappeared after the last monsoon season," one of the skippers remarked: "and three new ones appeared in the vicinity. That's an example of the type of thing we are always being confronted with."

The launches often journey to places off hostile shores and one of the most exciting trips was to Foul Island, some distance south of Akyab, which another skipper and his crew undertook some little time back. At a critical moment both engines failed and the launch drifted close to the shores. Just when visions of being taken prisoner were uppermost in the minds of the crew, one engine was coaxed into action again and the launch succeeded in effecting a get-away.

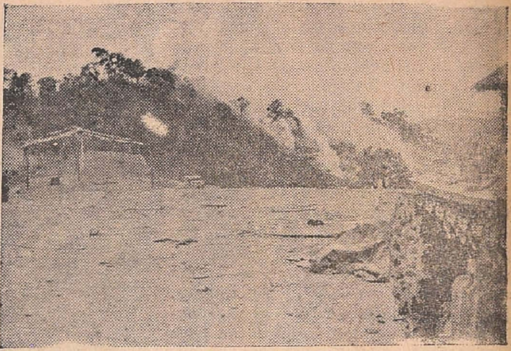
(*Continued on page 12.*)

R.I.N. WOMEN WORKERS ON PARADE.—On duty at Naval Headquarters, New Delhi, are officers and other ranks (known as auxiliaries) of the newly formed Naval Wing of the W.A.C. (I). They do secretarial work, and assist in cyphering and transmission of Naval signals. Four times a week they parade in the forecourt of the Viceroy's House, where they drill under the eye of a gunnery officer, thus keeping themselves up to the Navy's standard of smartness in marching, saluting, etc.

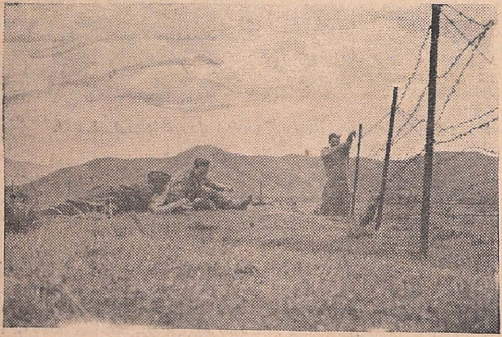
"Eyes right'—Led by Second Officer Mrs. Dorothy Cambridge, officers and auxiliaries march past the saluting point.

IMPHAL FRONT SCENES

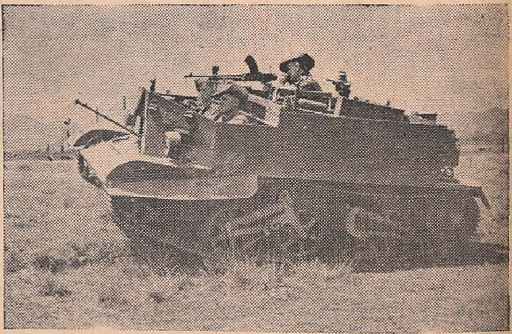
Burma Intelligence Corps personnel, who fought as infantry with the 17th Indian Division.



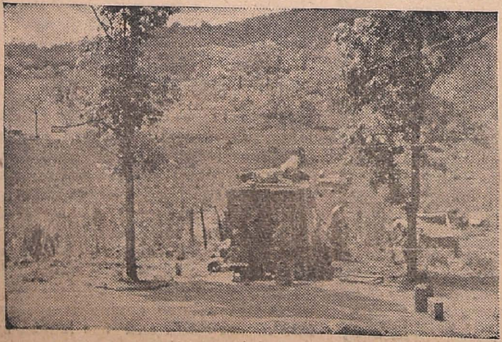
Smoke from bursting shells envelopes a Japanese position on the Tamu Road.



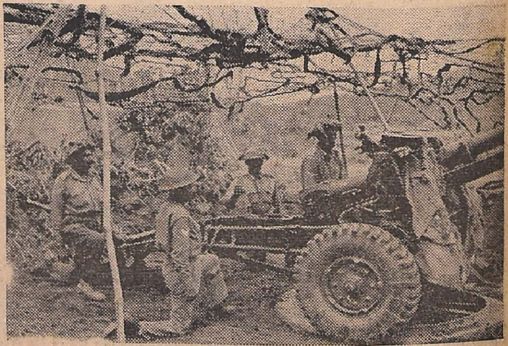
Men of an East Anglian regiment wire themselves in on the Imphal plain, in preparation for the Japs,



Manned by men of an East Anglian regiment, a carrier moves across the Imphal plain on a "recce" expedition.

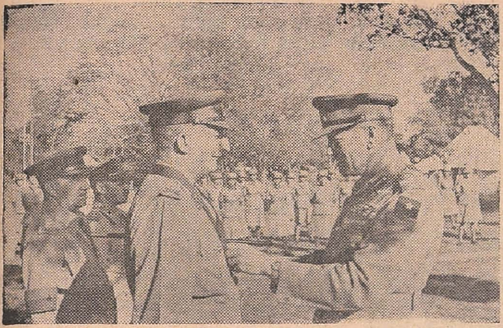


Seventeenth Headquarters divisional signals carry on in the 17th Division box.



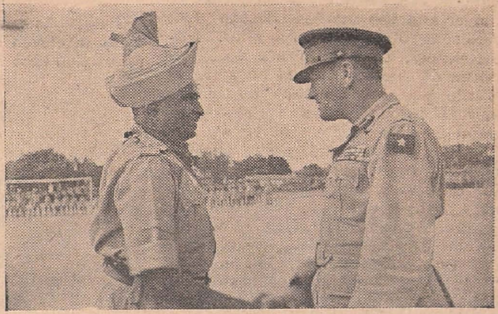
Punjabi gunners about to fire on Jap positions in the Imphal area.

C.-IN-C. VISITS SOUTHERN ARMY

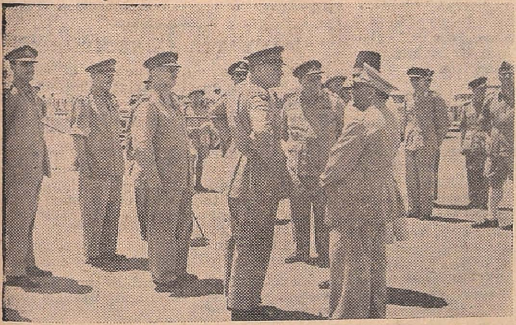


The Commander-in-Chief in India, General Sir Claude Auchinleck, recently spent nine days visiting the Southern Army, where he watched units of all three services undergoing intensive training.

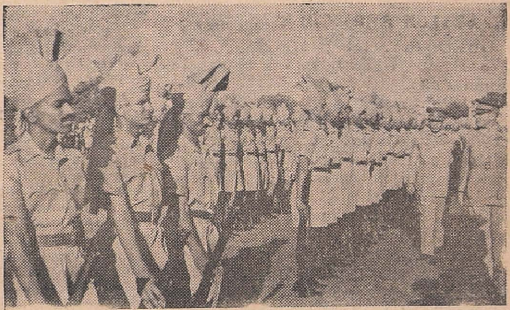
General Sir Beresford Peirse, G.O.C. Southern Army, is decorated with the C.B. by the Commander-in-Chief.



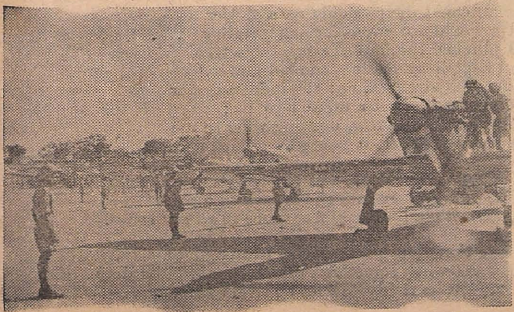
The Commander-in-Chief congratulates Subedar-Major Mohd. Abdul Manuaf Bahadur, of Manuaf Street, Adivarapet, Ellore, after presenting him with the O.B.I., at Bangalore Recruits Reception Camp.



Arriving at Hakimpet, the Commander-in-Chief was met by the Prince of Berar, Lieutenant-General Sir Noel Beresford-Peirse, G.O. Commander-in-Chief, Southern Army, Brig. Beenland, Commander, Secunderabad Area, and other senior officers.



The Commander-in-Chief inspects the Hyderabad State Forces' Guard-of-Honour.



The Commander-in-Chief watches Indian Air Force ground crew handle a modern fighter.

Watched by the Commander-in-Chief, Madras Sappers and Miners, negotiate obstacles during their Assault Course.

(*Continued from page 9.*)

On another occasion a Jap 'recce' plane was shot down near the mouth of a river and the Air Sea Rescue folk were sent to search for the pilot. Unfortunately, they were not told the nature of their quest and on arriving at the place where the 'plane had crashed into the sea they cruised round a while before making a gruesome find—a pair of legs still encased in flying boots. Spirits sank to zero. For once it seemed that their motto had not been obeyed. They searched round and then found pieces of wreckage with Japanese markings plainly visible. Spirits rose quickly. The motto of "Bring 'Em Back Alive" could scarcely be held to apply to the enemy!

On arrival at base a message was waiting from a nearby Intelligence Officer asking for any 'trophies' to be sent for investigation. What that officer said when he undid a neat paper parcel and found a pair of boots still containing the legs of their unfortunate owner cannot be disclosed!

IN CEYLON AND SOUTH INDIA

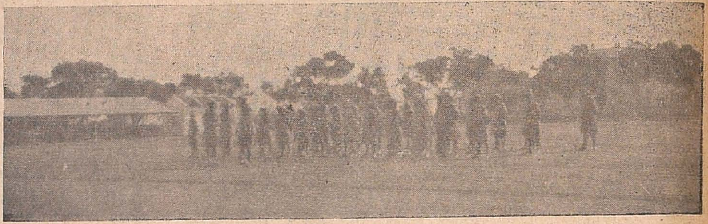
In Ceylon and South India, Air Sea Rescue Units have taken part in some exciting rescues off the coasts of the island and sometimes their journeys have taken them far out into the Indian Ocean. On one occasion a Catalina made a forced landing some five hundred miles south of Colombo and one of the launches made a twenty hours trip in search of survivors. At length it returned to base with petrol for only a further twenty minutes remaining in her tanks.

What is certainly a new innovation so far as high speed launches is concerned is their use in Ceylon for rescuing the occupants of planes which have crashed in the jungle! Often enough it is quicker to go by launch to the nearest point than to attempt to cut a way through the forests and wastes.

Not so long ago a bomber crashed in one of the island's jungles and after the crew had been brought away safely it was decided that a guard should be mounted over the plane. The Air Sea Rescue people were given the job of taking these guards and a whole squadron of the R.A.F. regiment was transported in this way.

Unfortunately a rough sea was running and the regiment lads were not very good sailors. A solitary dinghy was the only landing craft. Each man had to be loaned a "Mae West" as a precautionary measure, while to get the rifles and ammunition ashore without mishap was no easy task.

The boats usually carry a complement of eleven and one can say with conviction that they are a really happy family. "After all, why shouldn't we be cheerful?" asked a member of the crew of one of the boats. We've got a fine healthy job, plenty of adventure and thrills—and there's not so much danger of being bitten by mosquitoes at sea.



Col. J. R. D. Teague, O.B.E., Sub-Area Commander, inspecting the Auxiliaries drawn up in parade.

COIMBATORE CELEBRATES W.A.C. (I) SECOND ANNIVERSARY.

Members of the Women's Auxiliary Corps, Coimbatore, held a Parade and March-past in Coronation Park, Coimbatore, on Sunday, 9th April, morning.

Col. R. J. D. Teague, O.B.E., the Sub-Area Commander, inspected the Auxiliaries and was greatly impressed by the smartness of their turnout.

Addressing the Auxiliaries before the march-past, Colonel Teague said this was the first command in which he had women working under him; his previous commands being in operational areas. A few months ago, he added, he was not in a position to pass an opinion but now he had no doubt of their capability and keenness to work.

The Sub-Area Commander then took the Salute and was so impressed by the marching and the bearing of the Auxiliaries during the march-past that he again commented on their keen sense of discipline.

The D.T.R.O. ably assisted the Parade by putting on display recruiting papers, pamphlets, etc., which in addition to the special posters prepared by C.R.E. (S) for this Anniversary greatly enhanced the popularity of the Commemoration Parade.

MAHRATTA NAIKS RESOURCE

Naik Tukaram Chauchan, of Chiplun village, Ratnagiri district, showed great resource in escaping from the Japs by whom he had been captured in the Sangshak battle.

It was near dusk and the Jap sentry was feeling very hungry. Suddenly a village chicken ran out of the long grass. Carefully he took aim but missed; tried again and once more failed. He handed his rifle to his prisoner, Naik Tukaram Chauchan obviously indicating that he should join in the shooting contest.

The Naik took aim and did not miss—the sentry. Both the Naik and the chicken got away.

RICH DEATH

(*By* M. KRISHNAMURTHI.)

If man could die as richly as a flower
He would not crave for immortality . . .
I plucked the bud of a magnolia tree
And kept it by me in a shaded bower.
I loved its virgin grace: the hidden dower
Of scent was yet a miracle to be;
Till on the morrow, opening wide to me
Its jewelled heart, it poured a golden shower

Of pollen on the floor, and all that day
Bled gorgeously into the swooning air
And with a heavenly fragrance filled my room.

Beside that flower man seems but common clay,
Except when some high purpose makes him dare
And die as richly as that splendid bloom.

PARABLE IN STONE

By DOUGLAS WOODRUFF.

LIKE many another boy, these four-hundred years, I was at school under the Benedictines, and among my early memories are the comings and goings of the younger monks, when they went to finish their studies in Rome, and brought back descriptions of the great Abbey of Monte Cassino, south of Rome. Some years ago I went there myself, travelling to the top of the mountain by the cable railway.

That high inaccessibility which made it attractive to St. Benedict has also, alas, made it all too attractive to the German commanders. They have made of it a very effective strong point, and the forces of the United Nations, after hoping for many weeks that they could pass it by, have had in the end to attack it.

I do not know how much destruction has been involved in dislodging the Germans, but I am glad that for over six weeks the Allies held their hands, and I think it would be difficult for any man to say they could or should have done more.

HEART AND SHRINE OF EUROPEAN TRADITION

Was there malice mixed with the military considerations that made the Germans fortify Monte Cassino? Certainly the Nazis have good reason to see in it the very heart and shrine of the European tradition they seek to destroy.

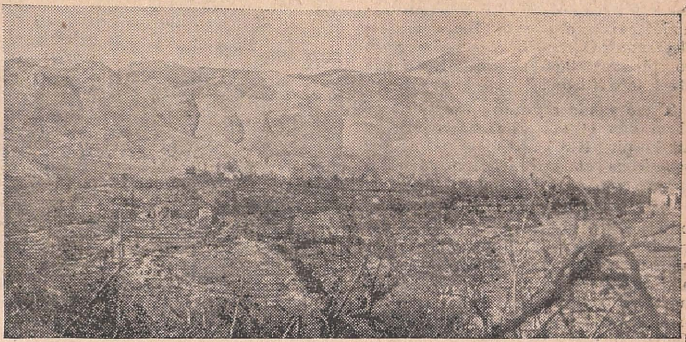
The Benedictine Order itself is to-day, as it has been for centuries, one of the great educational forces of Europe. But it does not approach education as the modern totalitarian State desires it to be approached. The Order knows no frontiers, no racial superiorities. It played a leading part in bringing the Church to the Germans, as it did to the English; the apostle of Germany was an English monk, St. Boniface.

THE COURSE OF MODERN GERMANY

For in Germany the formation of men as Christians is permitted in so far as it is thought useful to the State, just as buildings are taken and used if they give good cover for guns. No claim on behalf of the Christian idea of education is allowed to weigh against State policy, any more than the immense history and consecrated character of the Abbey of Monte Cassino itself was allowed to weigh against its use as a German fort. It is this complete subordination of religion to power politics, of the life and activities of the Church to those of the State, which has been the great curse of modern Germany, of the Hohenzollerns in their lesser, and of Hitler in his greater, degree.

To my mind, Monte Cassino is as perfect a symbol as men could look for of the tradition the world needs to recover, by which scholarship and education and all the life of the mind is not thought of as coming under the heading of politics, to be organized and controlled by Governments. Governments should be the patrons of learning, not the arbiters of what is to be learnt. All over Italy, as throughout Germany, there has been a progressive denial of the Benedictine ideal, and the imposition of Fascist party oaths on Professors in the Universities; so that to-day the Allies find Italian academic life tainted by the false principle that learned men, too, can—and should—be harnessed to the political progress of a party.

Monte Cassino will recover. No building in Europe proves more strongly the continuity and resilience of the Catholic faith. The Lombards destroyed it almost as soon as St. Benedict, its founder was dead and the monks were away over a century. Many other armed destroyers have tried to reduce it, age by age. Two terrible earthquakes, the second in 1649, left not a stone standing of the upper fabric. If the great Baroque Church, built to repair that disaster, has now perished, the lasting foundations, deep in the strong walls of what was first of all a Roman fort, endure and will support a new superstructure; for the building, like the Benedictine Order, rests on deep and unshakable foundations, a Church founded upon a rock.



Panoramic view of Monastery Hill and Mount Cairo showing the kind of country that Indian formations have been fighting in. Against the sky line at the left can be seen the Benedictine Monastery, bitterly defended German strong point.

INDIAN TROOPS IN MONTE CASSINO AREA.—Despite difficult country and appalling weather conditions, Indian Units have more than held their own against the Germans in the recent heavy fighting around Monte Cassino.

The Commanding Officer and Company officers of an Indian battalion climbing Monastery Hill to reinforce an Indian Brigade.

AIRCRAFT ASSEMBLY IN INDIA

CHALKED on the wall of an assembly hangar in a large R.A.F. maintenance depot in India is the slogan :—" Our section's got 45 aircraft to produce this month. Let's get stuck into it lads ! "

These words crystalize the spirit of thousands of officers and airmen who are keeping R.A.F. bomber and fighter squadrons at full strength on the Burma front.

At this depot, which covers the area of a small town and is far beyond the reach of enemy bombers, hundreds of aircraft technicians are working day and night, assembling in ever-growing numbers and tempo fighters, dive bombers and training planes to defend India and carry Britain's air might to the Japanese and their satellites. And this is just one of similar units now located in India.

From seaport and from the air comes a steady stream of aircraft out of the war factories of Britain and the United States. Giant articulated carriers—affectionately known as Queen Marys' because of their length and carrying capacity—speed crated aircraft from the dockside to the assembly lines. Here skilful hands re-build the latest products of the United Nations' aircraft plants, check, test and service them, and send them on their way ready for the battles ahead. Bombers are ferried 'hop by hop' to India and arrive to be overhauled and tested before joining the surfacewise aircraft on their journey eastwards.

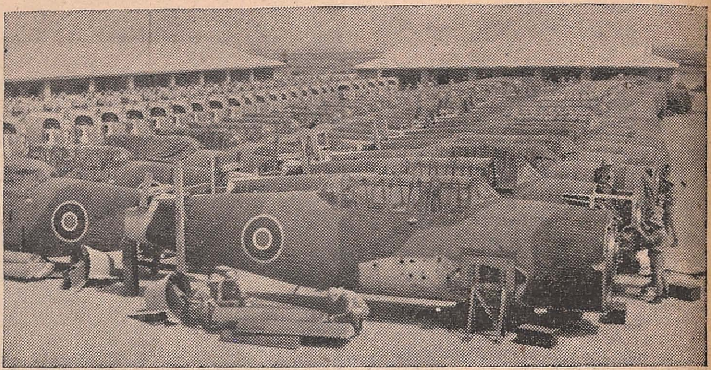
The adventure of bombing and fighting, the thrilling escapes of pilots and their crews are always news. But behind the glamour and fury of air warfare are these unsung backline boys doing an unromantic, out-of-the-limelight and often deadly dull task in supplying their frontline comrades with the wherewithal to carry on the fight.

They are known officially as members of maintenance units because besides assembly work they are the aircraft 'surgeons' or 'physicians' of the Service, fighting the ravages of wear and tear, accident and enemy action which are beyond the scope of operational repair facilities. They care for an aircraft from its cradle to its grave.

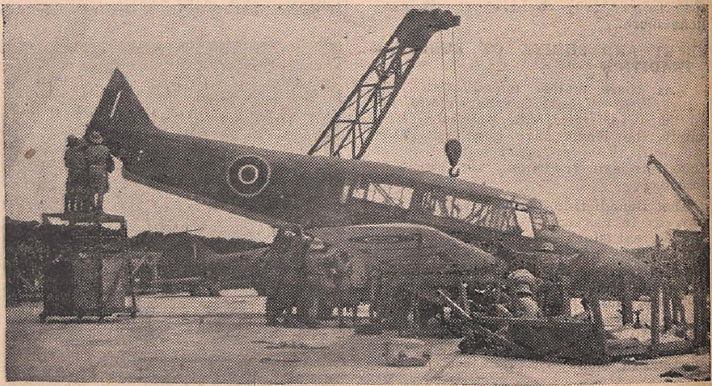
The British mechanics coping with the maintenance problems of the constantly expanding air forces in India are passing on their knowledge and experience to the technicians of the Indian Air Force. Britons, Indians and Burmese are to-day working side by side in the Service workshops of India stripping, re-conditioning and re-assembling engines, repairing propellers, grafting 'new skin' on smashed and bettered fuselages, restoring to serviceability the delicate instruments which give an aircraft its mechanical brain.

Salvage squads take care of badly damaged aircraft. If it is impossible to restore a 'casualty', every salvageable item, even the smallest nut, bolt or screw, is recovered while it is lying in the unit's 'graveyard'—a scrap heap of crumpled wings, and crushed fuselages, mangled engines and shattered instruments.

" Forty-five aircraft to produce. Let's get on with it, lads ! " Yes, that is the spirit which energises the workers in the assembly and maintenance hangars throughout India, which multiplies that number into a formidable monthly aircraft production figure and which foretells the ultimate setting of the Rising Sun.



Scores of Vultee Vengeance Dive Bomber fuselages awaiting assembly.



The fuselage is unpacked and the wings fitted into place.

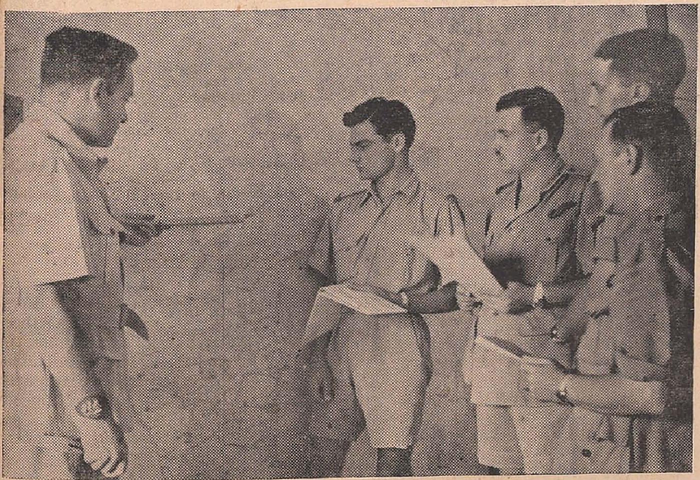
Old Lady: " I've lost my canary."

Constable: " You'd better notify the flying squad."

Notice in one of the departments of Ministry of Aircraft Production: The Impossible We Do At Once. Miracles Take a Little Longer.

NEW GATEWAY OF INDIA

Weather forecasts make the journey safe for these long distance flyers. Members of the Indian Meteorological Service receive information from all over the country to prepare weather charts for the guidance of aircrews.



Aircrew being briefed before starting on their long journey across India.

A new Gateway of India has come into being during the past year—a gateway of the air through which flows a constant stream of war planes ferried from Great Britain, America and the Middle East.

Located somewhere near the frontier of Western India, this 'gateway' is the ferry terminus of all aircraft flown from the United Nations' factories by British Empire and American pilots. Here heavy and medium bombers, transport aircraft and even fighter planes land after flying thousands of miles across ocean and continent. Here they are inspected, serviced, and then despatched eastwards ready for the battle zones.

Bombers flown from America and many from Britain are delivered by special ferry pilots. They leave their charges and return by plane as passengers for more. Other aircraft are flown to India by crews who later take their planes onward to join operational squadrons. And no space is wasted in this oneway service. The incoming bombers are well laden with urgently needed war supplies and official mail.

FERRY ROUTES

Ferry routes fan out to the north, east and south-east from the terminus like a monster spider's web across India to the Burma front and Ceylon. These are vital arteries which feed the squadrons bombing and fighting the eastern end of the Axis. On these routes are storage units where aircraft await their call to service against the enemy.

A special pool of ferry pilots fly newly delivered planes to all parts of India. They also collect and deliver the scores of fighter and trainer aircraft which arrive by sea and are uncrated and assembled in India.

Before setting out to 'deliver the goods' they are carefully briefed, just as pilots and crews are who fly over Burma. They are given their tracks and bearings, details of landmarks, airfields, emergency landing grounds, refuelling and servicing stations, signals and meteorological information.

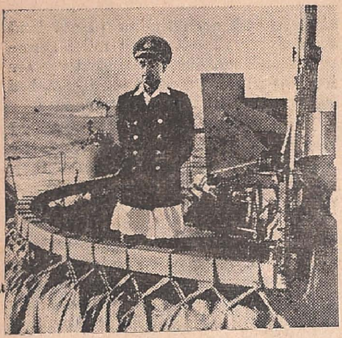
METEOROLOGICAL SERVICE

The Indian meteorological service is playing invaluable role in the ferry organization. Daily, from all over India, weather reports pour in by telegraph and wireless to meteorological stations. Many of these reports are sent by part-time observers—usually Government servants—living in remote and lonely spots of India. This weather news is collated by weather experts, who draw up charts from which forecasters produce readings of the conditions likely to be encountered by ferry pilots on their flights across India.

Pilots keep in wireless touch with R.A.F. ground stations for up-to-the-minute news on weather changes ahead.

(*Continued on page* 17.)

RAJA IN ACTION OFF ARAKAN



Lieutenant Raja Shrimant Vijayasinh Rao Dafle, R.I.N., Raja of Jath.

THE Raja of Jath (Western India) has recently been in action against the Japanese on the Arakan front. He was aboard one of H.M.I. ships that bombarded enemy-occupied localities in the Mayu Peninsula.

Lieutenant Shrimant Vijayasinh Rao Ramrao Dafle, R.I.N., Raja of Jath, has held an honorary commission in the Royal Indian Navy since 1934, when he was gazetted Sub-Lieutenant on completion of his Naval training at Bombay. In 1937 he was promoted to his present rank.

In the spring of 1940 he joined for duty afloat and was on active service at sea for the next four months. More recently he has been serving in a sloop and at his own request has been temporarily attached to the Arakan Coastal Forces.

"There are a number of soldiers from Jath now fighting the Japanese in the Arakan," the Raja told an R.I.N. Observer, "and I was happy to know that our ships were affording them direct support in their southward advance by bombarding the enemy's coastal supply line."

"A number of men from Jath State are in the Royal Indian Navy. Some of them served in H.M.I. ships in the Mediterranean during the Sicilian operations last July. They have done very well, gaining rapid promotion. I am sure there would be many more Jath recruits for the Navy if our young men knew what I do about the activities of the Royal Indian Navy off the Arakan coast. I intend to tell them what I have seen when I return to Jath."

Duties connected with his State prevent the Raja from serving continuously at sea, but he is keen to spend several months every year in India's warships.

I've just heard a group of lawyers discussing war criminals and what we can do with them. "Of course," said one, "no Court would ever punish Hitler. He's so obviously a psychopathic case."

The best answer to that, I think, is in a fable written by a man who'd never heard of Hitler—Robert Louis Stevenson.

An innkeeper had made the devil a prisoner. "Now I am going to thrash you," he said.

The devil objected. "You have no right to be angry with me. I am only the devil and it is my nature to do wrong."

"You really cannot help doing ill?" asked the innkeeper.

"Not in the smallest," said the devil; "it would be useless cruelty to thrash a thing like me."

"It would indeed," said the innkeeper.

And he made a noose and hanged the devil.

"There!" said the innkeeper.

BARRACUDAS

By A. J. McWHINNIE

WHILE Allied bombers and fighters in their thousands range over the whole of Hitler's Europe in a non-stop air offensive which is linked up with the great Russian land drive, the part of the air forces in the war at sea has appeared less spectacular. Now Barracudas have struck to remind Germany that air power at sea has not been neglected; that in tactics, technique, production and imagination it has been making impressive progress.

The continued destruction of U-boats with improved protection of Allied convoys has, it is true, brought evidence of steady development in air cover for Allied shipping. There have been constant revelations of new strength and improved methods of fighter protection at sea with growing output of new carrier vessels. All those developments, however, have tended to strike a defensive note, even if it was clear that the increased air protection both by Royal Air Force Coastal Command and by attacking fighters from escort carriers had long since brought about a situation by which U-boats were being forced in the role of the hunted rather than hunters.

EQUIPPED FOR LARGE-SCALE ACTION

But now Barracudas indicate that offensive preparations in sea-air activity have been steadily going ahead throughout the long months, and that Britain, pioneer in naval air operations, has been as effectively developing a newer technique of the use of sea-air power.

The brilliantly executed bombing assault that put the 50,000-ton German battleship *Tirpitz* out of action for more long months showed not only the efficiency of the new dive-bomber but the success of its employment.

It becomes plain that the Fleet Air Arm are not only equipped with novel aircraft but also that with the employment of a heavy fighter cover, the Navy are now in a position to stage large-scale operations of a most telling kind. The *Tirpitz* action revealed the hitherto unsuspected examples of the mobility of sea-air power. The Germans may well be wondering where the next blow will fall.

The advent of Barracuda reveals that the problems of improved naval aircraft were being studied and mastered at the same time.

WAITED THEIR CHANCE

The new torpedo-bomber is now in full-scale production in Britain. It was not without its teething troubles for it was expected to make its first appearance in the action against the battleships of the Italian fleet. Certain alterations were then ordered. Barracuda was made the best in its class. Just when all was ready for operations to be launched, Mussolini's fleet steamed peacefully to join the Allies.

Barracudas had to wait. The fate of the *Tirpitz* showed that nothing was lost by waiting. The Germans had never reckoned with this form of air attack on their ill-fated battleship. They were surprised once again by the shrewdness of the Allied tactics and by the invention of new equipment.

CHANGE OF PLACE—NOT OF FACE

From Keren to Imphal is a long pull but many of the Indian troops who contributed to the African victories are to-day fighting the Japs on the Burma front.

At Keren in Abyssinia in the middle of March 1941, an officer bearded and grimy walked into the brigade headquarters and reported the state of battle on the Mahratta front to the brigade major. Three years after, in the middle of March 1944, at Imphal the same officer, still bearded and grimy, walked into brigade headquarters and reported most of his Mahrattas home from the Sangshak battle to the brigadier, the brigade major of the Keren days.

"Hello, Jackie, you're looking the same as when I saw you last," said the brigadier. But that wasn't all. The second officer, this Colonel of the Mahratta battalion, met was a Colonel of the Dogra battalion whom he had last seen in Eritrea and the third was the General under whom he had served in the Western Desert.

"Had I been clean, I don't think that the brigadier would have recognized me," said the Colonel to an Indian Army Observer.

NEW GERMAN MOVES IN THE BALKANS

By LEONARD KIRSCHEN

A few days ago I was commenting on the advance of the Russian troops towards the Balkans. I had speculated a good deal about all possibilities. I said that the Germans were not sitting pretty just content to look on and see the front crumble.

You will remember that at the same time, I had also some comment to make on a particular event; news agencies were reporting friction between the Rumanians and the Hungarians. I foretold that the Germans were up to something, that they could not have allowed this scrambling between partners with the front only a few hundred kilometres away, without going after something precise.

Well, it has happened, Germany has occupied Hungary. It was the obvious move because Germany could not allow her communications with the Balkans to remain impaired at this critical stage of the eastern campaign. At that time troop movements had been reported around Hungary and even in Rumania; the Germans were hurriedly sending all their available troops towards the Northern Bukowina and the Dniester. But Hungary controlled not only vital communication lines, it also held a morsel of former Czechoslovakia, known as Carpatho-Ruthenia which is a wedge driven straight into the German defence positions on the Carpathians, if not held by German troops. Now we hear that German troops have occupied all the important passes in the Carpathians. This means that German troops have moved all the way along Hungary to the extreme southern tip.

NAZI TROOPS IN HUNGARY

This also means that the Germans have put some troops into Hungary. Let us first examine what this means to the Germans. Hungary cannot be occupied unless Germany puts in at least 10 divisions, or about 100,000 men which is sufficient to keep the 300,000 Hungarians, quiet. The fact that the Chief of the Hungarian Staff had gone to Hitler's headquarters meant that the Hungarian army was left without command and that there was nobody in the country who could take a decision.

Ten divisions is now quite a lot for Germany, especially as she is trying to concentrate all her manpower in order to face the danger of invasion from the west. We all know that Germany proceeded to mobilize all her available resources after the resounding defeat suffered at Stalingrad. But in the past year, besides her commitments on the eastern front, Germany had acquired a series of new ones. She had to send divisions to the Italian front and into the Balkans. She had to reinforce her troops in Finland, Norway, Denmark and above all she had to reinforce her garrisons in France. A large number of selected troops had to stay in Germany and keep order. Her anti-aircraft defences have taken up nearly 3,000,000 men if not more.

GERMAN RESERVES IN CENTRAL GERMANY

In fact, therefore, her great mobilization only served to keep the home front going whilst helping to replenish her forces on the Russian fighting front which have been repeatedly severely mauled and continue to be mauled with every day that passes. Competent observers have placed the German reserves in Central Germany—where they are ready to strike out in any direction required by the High Command and eventually to come to the help of the defending troops—at not under 50 divisions and not more than 70. It is from these divisions that Hitler had to draw in order to occupy Hungary and consolidate his shaken position on the eastern front. What this means to the German army will be fully known in about two months from now.

Now to revert to the political situation in Hungary. Why was Hitler's move necessary? Hungary had lost on the Voronez front something like 140,000 men and had had enough. Hungary was content to stay by Germany's side as long as Germany was the winner and Germany was content to leave Hungary alone as long as nothing was going wrong with the German armies. But as these armies retreated, Hungarians felt discontent and we had, as a first result, peace feelers. The Hungarian Government was also sending out people who were to try and convince the neutrals that Hungary went to war because she was forced to by circumstances and not of her own free will. This the Germans could not tolerate, now that they are fighting with their backs to a crumbling wall. This is the political aspect of the problem.

RELATIONS BETWEEN TURKEY AND HUNGARY

The occupation of Hungary has been followed with great interest in Turkey. In the first place, there is a racial relationship between the Turks and the Hungarians. Although for years relations between Turkey and Hungary were of the usual correct type, since about two years ago, they became extremely friendly. The present Turkish Ambassador to Britain, Rushen Eshrev Unaydin, who will shortly leave for Britain, was then Minister in Hungary and had contributed a good deal towards the improvement of relations between Hungary and Turkey.

Hungary was always interested in Turkey in the last two years, because it was always thought possible in Budapest that Turkey could serve as an eventual intermediary between the Allies and Hungary, should the latter be able to throw up the sponge and make good her gateway. Turkey was interested because it would have helped her to extend her sphere of influence over Rumania, another country with which she was improving her relations towards the Central European Danubian plains and thus follow Kemal Ataturk's advice to look to the West rather than to the East.

HUNGARY'S PEACE FEELERS

Things were, of course, made difficult by the unconditional surrender clause, but in the last few months the Hungarians had new hopes that they might be able to use the good offices of the Turks in order to mediate a separate peace. But Hitler forestalled all this and now the Turks have nothing more to say about the matter.

The Turkish radio says that now Hungary will suffer the same fate as any of the other occupied countries and finds great similarity between Hungary's position and that of Denmark. The press echoes this belief and underlines the fact that now we see what Hitler's New Order means when things go against the Germans.

Etem Izet Benidje writing in *Son Telegraf* says that if the Germans pretend that the latest measures will help to cement relations between Germany and Hungary, occupation of the country is not enough. One must also win the hearts of the population. And this is about right because the Germans cannot any more count on the Hungarian people.

(*Continued from page* 15.)

If they are flying fighter planes, they fly in convoy led by a 'mother craft' usually a bomber, because they lack the navigational aids of bomber aircraft.

FERRY PILOT'S LIFE

The ferry pilot's life is no bed of roses. He cheerfully shares the discomforts of those stalwarts who, encamped in the wilds of India, service and care for his plane en route to its destination. He must put the safe delivery of a new and valuable aircraft before speed. Any desire to beat records and so add to the hazards of his flight must be suppressed. His job is unspectacular, with no chance of battle honours. His reward is that he knows that every plane he delivers is just that amount more power to the Allied air arm.

A flying control school has recently been established to train ground staff to control incoming and outgoing aircraft. These controllers instruct pilots when and where to land or take off by radio or visual signal and help to ensure their safety in unfamiliar surroundings.

A record of all ferry flights across India is kept. Thus a great mass of information is being collected which will be of much value when plans come to be made for post-war commercial air routes over the length and breadth of India.

BRITAIN'S BUSINESS PROFITS ANALYSED

By DONALD TYERMAN

AN analysis of business profits in Britain during 1943 shows that the ceiling set by the 100 per cent Excess Profits Tax continues to be effective.

After deducting Excess Profits Tax, the gross profits of 1,108 companies in 1943 amounted to £128,600,000, compared with £123,800,000 in 1942. The small improvement is due, first, not to any change in the application of the Excess Profits Tax, but to the provision whereby companies are allowed a percentage of profit on any additional capital that they employ. A number of companies whose turnover has been expanding have, in fact, increased their capital, and their pre-war profit standard, on which the Excess Profits Tax is based, has therefore been raised by the percentage of profit allowed.

Secondly, a number of companies whose profits remained below their pre-war standard in 1942, and, therefore, were not subject to Excess Profits Tax, probably earned more in 1943.

TREND OF DIVIDENDS

The rate of dividend paid on the nominal equity capital of the 1,108 firms has been slightly raised from 10 per cent gross in 1942 to 10·6 per cent in 1943. But as the nominal capital is not equivalent to the capital actually employed and is, in fact, generally smaller, these figures are indicative of the trend of dividends rather than of the rate of earnings on the capital employed. The slight increase in dividends has been effected largely at the expense of a reduction in the proportion of profits put to free reserves; this has declined from 22·3 per cent in 1942 to 21·7 per cent in 1943.

These figures of profits and of the rate of dividend paid on the nominal equity capital of the 1,108 companies are, of course, gross that is to say, they are subject to income-tax at 50 per cent.

The Excess Profits Tax, undoubtedly, has been an effective instrument in avoiding a profits inflation, and the raising of the income-tax to 50 per cent of the remainder has reduced net profits below the pre-war level. These impositions have been widely accepted as necessary in wartime. There is no expectation of relaxation of taxation during the war, but there has lately been a good deal of discussion of the Excess Profits Tax in relation to the finance of industry *after the war*.

POST-WAR INDUSTRY AND E.P.T.

There is fairly widespread feeling in industrial circles that the Excess Profits Tax, while fully justified during the war, should be reconsidered as soon as possible after the war, in order to give full scope to private initiative and enterprise. But the mere removal of the Tax would not automatically and completely solve the financial problem of British industry after the war.

First, many of the industries, such as the manufacture of motor cars, which were active in peace, have also been active in war, because they could switch over from the production of civilian goods to that of munitions. To these industries, the removal of the Excess Profits Tax will undoubtedly be of advantage for two reasons. They expect to be able to switch back to peacetime production without much delay and to maintain a level of earnings above the pre-war standard taken as the basis for the calculating of Excess Profits Tax (in other words, the removal of the Tax would mean higher net profits to them); and, secondly since a fifth of the Excess Profits Tax actually paid is due to be refunded after the war, these industries would be provided with a substantial fund of liquid resources that could be used for the extension and modernization of equipment and as working capital for the replenishment of stocks.

There is a second category of industries—mainly those which, like the aircraft manufacturing industry, specialize in the production of war equipment—whose activity and profits are likely to contract after the war because they will neither receive anything like the volume of wartime orders, nor be able to adopt all their equipment to peacetime uses.

REMOVAL A MIXED BLESSING

Removal of the Excess Profits Tax immediately after the war for the second category of industries would be a mixed blessing. True, they would benefit from the refund of Tax in that this should assist them in adapting their equipment to peacetime uses, but they would also feel immediately the full brunt of the curtailment of business and profits. To them the maintenance of the Tax for a few years would provide protection from a fall in profits, because, unlike Income Tax, which is a yearly tax, Excess Profits Tax is calculated on the basis of the excess profits earned during the period of its currency.

In other words, companies whose earnings fall below the pre-war standard or who suffer actual losses, would be able to set off against the tax paid in the war years the amounts by which their future earning fall below the pre-war standard. Concerns, in effect, that suffer substantial falls in profits would be able to claim, not merely one-fifth of the Excess Profits Tax paid, but an amount up to the whole of the tax paid during the war. They could claim the whole of it when the cumulative amount by which their profits fall below the pre-war standard is equivalent to the tax paid during the years of excess profits during the war.

PROBLEMS STILL AHEAD

The third category of industries are those whose activity was substantially curtailed by the war—these include a number of consumers' goods trades—whose profits never reached the pre-war standard and which, therefore, did not pay Excess Profits Tax. Since they have not paid Excess Profits Tax, these industries will not have the benefit of the refund of a fifth of the tax. Yet, they must expand their activity rapidly after the war and may be short of capital for re-equipment and the replenishment of stocks.

These post-war problems are, of course, capable of solution, but the mere removal of the Excess Profits Tax immediately after the war would not solve them all.

DUTCH DECORATION PRESENTED TO AIR COMMANDER-IN-CHIEF.—Her Majesty Queen Wilhelmina of the Netherlands, conferred the Knight Grand Cross of the Order of Orange-Nassau on Air Chief Marshal Sir Richard Peirse, Air Commander-in-Chief, South east Asia, in recognition of the excellent co-operation of the R.A.F. with Her Majesty's Forces in defence of the Netherlands East Indies against the Japanese. A. C. M. Sir Richard Peirse recently received the insignia from the hands of Monsieur A. Merens, Netherlands Consul-General, at New Delhi. A. C. M. Sir Richard Peirse photographed wearing the Cross and the Ribbon of the Insignia.

"Valli Tirumanam" is the name of a Tamil play which the unit of a Madras Regiment in South India have next on their production programme.

The man to whom most of the credit goes for putting this charming story on the stage is Sep. Sriramulu Naidu of Trichinopoly who was a dance teacher for 18 years before he joined the army 2½ years ago. He is the story writer, the dance instructor, the stage director, the make-up expert and that is enough for anyone man.

WAR DIARY

BRITAIN AND GERMANY

19TH APR.—Major-General Vandenburg has been appointed as Deputy-Commander-in-Chief of the Allied Expeditionary Air Force.

Mosquitoes attacked Berlin and objectives in Western Germany last night. U.S. aircraft attacked Kassel, Eschwege, Paderborn, Gutersloh, Sippstadt, Werl, etc.

Thirteen German aircraft were destroyed in raids on Britain last night.

20TH APR.—London had an alert last night. The raid was comparatively short.

Goering has made an appeal to the army.

Mr. Henry Stimson, U.S. Secretary of War at his Press Conference to-day said: "Our aerial invasion of Germany is continuing. Pressure is increasing and enemy resistance on the whole is decreasing."

21ST APR.—The House of Commons to-day discussed future relations between Great Britain and the Dominions.

Princess Elizabeth celebrates her 18th birth-day to-day.

Two German aircrafts were destroyed last night over North-eastern and Eastern England in raids on England.

The British Ambassador in U.S. Viscount Halifax made a statement on the war and the peace to come.

Cologne and Berlin were heavily bombed by the Allied bombers. One thousand six hundred pounds of bombs were dropped.

22ND APR.—The debate in the Commons about the future relations of Britain and the Dominions concluded to-day.

Invasion before the end of April was forecast by a German military spokesman. The German Command expects a new Allied offensive in Italy when they invade Western Europe.

Haman was hard hit by Allied bombers.

23RD APR.—There was slight enemy air activity over parts of East England last night.

R.A.F. bombers last night attacked Dusseldorf and Brunswick.

24TH APR.—Very strong forces of U.S. aircraft attacked Friedrichshaven and Munich to-day.

Five German aircrafts were destroyed over Britain during the night when bombs were dropped at several places in Southern and Western England.

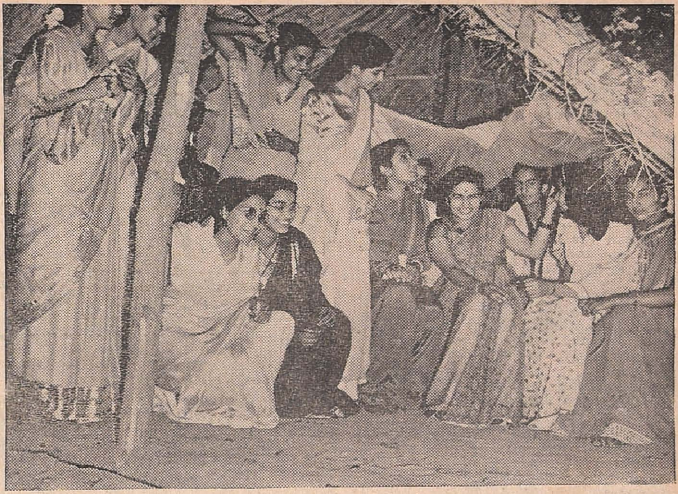
Travel anywhere overseas from Britain is being suspended from Thursday, by an order issued to-day.

25TH APR.—Sir John Anderson, Chancellor of the Exchequer, introduced Britain's seventh wartime budget in the House of Commons to-day.

Mr. Attlee, Deputy Prime Minister, told the Commons that it is the intention to invite Dominion Prime Minister during their stay in Britain to attend meetings of the War Cabinet not concerned purely with United Kingdom affairs.

Royal Air Force bombers attacked last night Munich, Karlsruhe and other places in Germany.

The German News Agency announces a meeting between Hitler and Mussolini on Saturday and Sunday.



STUDENTS DAY AT COMMANDER-IN-CHIEF'S WAR EXHIBITION.—Students' from Delhi Schools and Colleges were the guest of the Commander-in-Chief, General Sir Claude Auchinleck, at the War Exhibition held in the grounds of his New Delhi residence.

Charming Indian girls try for themselves a "jungle basha" built of bamboo and grass.

THE UNITED STATES OF AMERICA AND THE ATLANTIC

19TH APR.—The House of Representatives voted to extend President Roosevelt's authority to make Lend-Lease Contracts for another year after June 30.

20TH APR.—An assurance that the Allies will continue scrupulously to spare religious and cultural monuments is given in President Roosevelt's reply to the recent appeal to the chief belligerent governments by Mr. De Valera on behalf of the City of Rome.

The House Naval Sub-Committee to-day recommended immediate steps to be taken to acquire permanent possession of the Western Hemisphere bases leased to them by the British on a 99-year basis in exchange for 50 over-age U.S. destroyers.

The U.S. Senate Appropriations Committee approved the 32,645 million dollar Navy Supply Bill.

An additional 1,400,000 men will be needed by the American Armed Forces before the end of the year according to a statement issued by the U.S. Secretary of War and the Secretary of the Navy. The U.S. has summoned 11 million men to the colours.

21ST APR.—The U.S. Secretary of War Mr. Henry Stimson said that out of a total of 145,082 American war casualties in all war theatres up to April 7th, 25,013 had been killed.

22ND APR.—The Chairman of the U.S. War Production Board Mr. Donald M. Nelson declared, "No nation or combination of nations in history has assembled an invasion armada equal to ours, either in size or in engineering and construction."

24TH APR.—The Chief of Staff of the U.S. 10th Fleet Rear Admiral Francis S. Low revealed that "The Germans are now losing at a ratio of more than one U-boat for each Allied vessel they sink."

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INDIA, BURMA AND CEYLON

19TH APR.—In the Arakan during 18th April Allied offensive patrol continued south of the Maungdaw-Buthidaung road. South of Imphal plain on the Tiddim road there was little activity on 17th April.

The National Defence Council met again. His Excellency the Viceroy presided. His Excellency the Commander-in-Chief presented a general review of war situation.

20TH APR.—Allied troops advancing from Dimapur have made contact with those defending the Kohima area. North-east of Imphal plain Allied troops have made further progress. In Northern Burma, the Chinese troops have entered Warazup, a Japanese key-point.

21ST APR.—North-east of Imphal plain the Allies have occupied positions 30 miles from Imphal town and the Allied advance continues. On the Palel road a Japanese attack was repulsed.

22ND APR.—In the Kohima area Allied troops are consolidating the positions captured in the past few days and the situation continues to develop favourably. The Allies have also improved their positions north-east of Imphal where the Japanese have sustained heavy losses.

23RD APR.—During April 22 Allies continued the consolidation of their positions around Kohima. The Japs are grouping their forces after heavy losses. There is hard fighting in the Bishenpur neighbourhood, where the enemy advance is being held.

24TH APR.—The road from Kohima to Dimapur is at present open and the relief of the original garrison at Kohima has been completed. Allied troops are operating on the Ukhrul road 30 miles from Imphal. Fighting continues in the Bishenpur area.

25TH APR.—There is no material change in the Kohima area where mopping up continues. Allied advance continues along the Ukhrul road.

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RUSSIA AND FINLAND

19TH APR.—Soviet troops have entered the outer defences of Sebastapol. Fighting has shifted into the town. The city is in flames.

20TH APR.—Russian troops have broken through to the gates of Sebastapol. They now occupy the Makenzia heights overlooking the Black Sea port.

21ST APR.—The Soviet forces repelled the German attack on Narva. South and east of Stanislaov Allied troops repulsed attacks by strong forces of enemy tanks and infantry.

22ND APR.—Wave after wave—one every hour—of German tanks have been battering against Marshal Zhukov's lines in the Stanislaov area. Bitter fighting is taking place all round Sebastopol and the final assault is being prepared.

A statement on the breakdown of Soviet-Finnish peace talks is published to-day.

23RD APR.—Regrouping movements on an unprecedented scale are now going on on both sides of the front.

24TH APR.—There was no material change at the fronts. Soviet air attacks on enemy positions continue.

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ITALY, AFRICA AND THE MEDITERRANEAN

20TH APR.—Gun duels are reported in Cassino. Infantry activity slightly increased along the lower Garigliano.

21ST APR.—Mortor and artillery duels occurred in many places and the Allied patrols operated along the entire front. Marshal Badoglio announced the formation of a new Italian Cabinet, representative of all the six Italian parties.

22ND APR.—Patrols were active all along the front. There were small clashes with the enemy.

23RD APR.—A quiet day generally on all fronts. Patrols of both sides were active. Allied troops improved their position in one sector of the Allied bridgehead.

24TH APR.—Generally quiet prevails on all front. Patrol activity continues.

25TH APR.—American troops on the Anzio beachhead have improved their positions.

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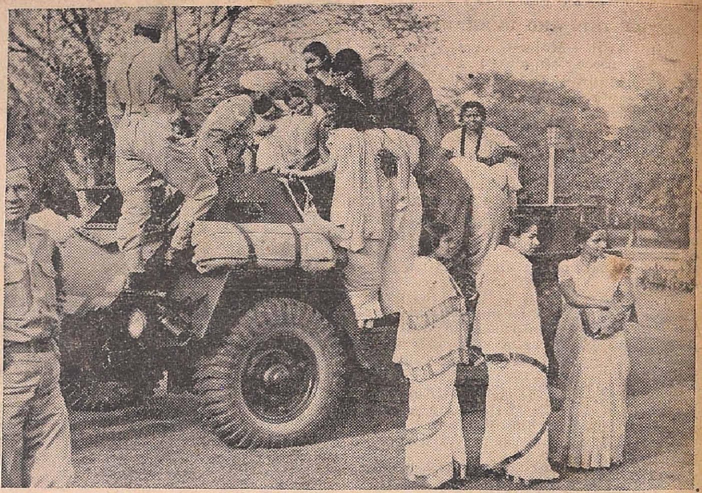
VICHY, FREE FRANCE AND THE OCCUPIED COUNTRIES

19TH APR.—About 1,000 Allied bombers attacked heavily last night Paris, Roven, Tergnier in Franch. A record weight of over 4,000 tons of bombs were dropped.

20TH APR.—R.A.F. bombers attacked last night the Bulgarian rail centre of Plovdiv.



A group of student visitors to the War Services Exhibition.

German military installations in France were attacked by over 1,000 heavy bombers and 750 fighters.

21ST APR.—Over 1,000 R.A.F. aircraft bombed military objectives in La Chapelle, Lense and other places in Franch, Bucharest, Ploseti and Turnu-Severin in Rumania and targets in Belgium.

22ND APR.—Allied bombers attacked military objectives in Northern France in strength this afternoon.

23RD APR.—Allied bombers attacked aircraft factories at Wiener Neustadt, Schwe Chat and Bad Voslau in Austria.

25TH APR.—Allied bombers attacked Nancy, Metz, Dijou and Pas DeCalais in France.

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THE NEUTRAL COUNTRIES

19TH APR.—The Turkish reply to the British and American note on the subject of Turkish supplies to Germany is believed to be very favourable to the British and American request.

20TH APR.—Turkey is to stop chrome exports to Germany from to-morrow, it is officially announced.

21ST APR.—The Turkish Foreign Minister, M. Menemencioglu made a statement to the Turkish National Assembly on the stoppage of chrome supply to Germany.

22ND APR.—The Swedish reply to the Anglo-American demand to stop export of ball-bearing to Germany was sent to-day. The reply is said to be negative but " moderate ".

24TH APR.—The Spanish Foreign office has announced that the whole of the legion of Spanish volunteers fighting on the Russian front has now been withdrawn.

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THE FAR EAST

19TH APR.—The Allied Air Force under the Command of Admiral Sir James Somerville made a successful attack on Sabang and Lhorga at the northern end of Sumatra to-day. Heavy damages were inflicted.

20TH APR.—Moen and Dublon Islands in the Truk atoll were attacked by United States bombers. Ponape Island and Jap positions in the Marshall Islands were also raided. It is revealed that the United States have a fine new N. Pacific Navay base on the island of Adak in the Aleutian Islands.

21ST APR.—Wake Island in the Central Pacific, Jap bases in the Corolines, Jap positions in the Marshalls, Pakin and Ujeland Islands were attacked by the Allied planes.

22ND APR.—Allied air patrols sank a 1,000-ton enemy cargo vessel west of Hollandia, in New Guinea. Allied bombers raided Rabaul, Madang and Buka.

23RD APR.—Allied aircraft bombed Tabar Islands in New Ireland, Lakunai, Vunakanu and Keravat aerodromes in New Guinea and Jap installations in Wewak. Targets at Mojiga, Alia and Jaba were also hit.

24TH APR.—Allied troops have captured Hollandia, a big Jap base in the Dutch New Guinea. American troops have made a landing at Tanah Mehrat Bay.

To-day's communiqué from General MacArthur reports that the 18th Jap army along the coast of New Guinea is new completely isolated, like the Japanese armies in the Bismarck and Solomon Archipelagoes. A Jap 20,000-ton ship in Saigon area has been sunk.

25TH APR.—It is announced that United States forces have occupied Uzelang atoll in the Marshall Islands.

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